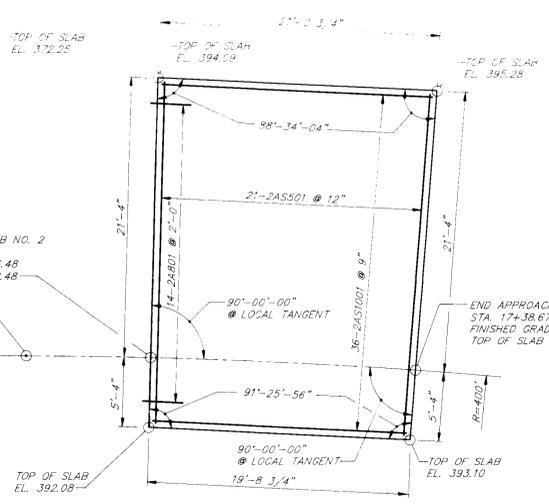
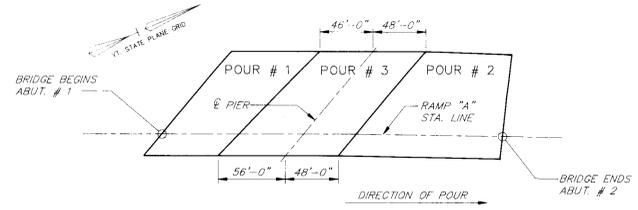


APPROACH SLAB NO. 1



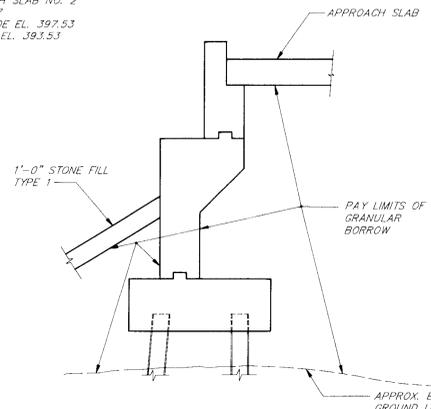
APPROACH SLAB NO. 2

APPROACH SLAB 1 & 2 PLAN  
3/16" = 1'-0"

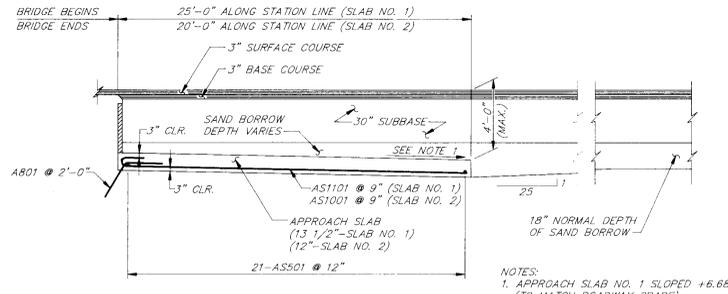


POUR SEQUENCE DIAGRAM  
N.T.S.

- POUR SEQUENCE NOTES**
1. THE DECK SHALL BE PLACED IN THE DIRECTION SHOWN.
  2. AT LEAST ONE (1) WEEK PRIOR TO PLACING ANY BRIDGE DECK CONCRETE, THE CONTRACTOR SHALL REVIEW HIS PROPOSED PLACEMENT PROCEDURE WITH THE ENGINEER.
  3. IF APPROVED BY THE ENGINEER, POUR NO. 1 AND POUR NO. 2 MAY BE PLACED WITHIN THE SAME DAY. THE CONTRACTOR SHALL PROVIDE ADEQUATE LABOR, EQUIPMENT AND MATERIAL TO COMPLETE THE PLACEMENT OF BOTH POURS WITHIN AN EIGHT (8) HOUR PERIOD.
  4. JOINTS BETWEEN POURS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE TRANSVERSE BRIDGE SLAB CONSTRUCTION JOINT DETAIL ON DRAWING BR628.
  5. THE CONTRACTOR MAY, AT HIS OPTION, SUBMIT AN ALTERNATE PROCEDURE TO THE ENGINEER FOR REVIEW AND APPROVAL. NO RELATED WORK, INCLUDING THE INSTALLATION OF FORMS, MAY BE INITIATED BY THE CONTRACTOR UNTIL THE WRITTEN APPROVAL OF THE ALTERNATE PROCEDURE IS RECEIVED FROM THE ENGINEER.
  6. CONCRETE PLACEMENT AND FINISHING OPERATIONS SHALL BE PERFORMED AS RAPIDLY AS POSSIBLE. THE ENGINEER MAY ORDER THE CONTRACTOR TO STOP HIS POUR OPERATIONS AT ANY TIME IF, IN THE ENGINEER'S OPINION, CONCRETE PLACED DURING THE POUR HAS STARTED TO SET OR IS ABOUT TO SET AND FURTHER PLACEMENT OF CONCRETE WILL CAUSE DEFLECTION CRACKING.
  7. IN THE EVENT THE CONTRACTOR'S DECK PLACEMENT OPERATION IS STOPPED PRIOR TO COMPLETION OF POUR NO. 1, WHETHER BY HIS OWN DECISION OR BY ORDER OF THE ENGINEER, THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A FINISHED DECK GRADE WHICH MATCHES THE PLANNED PROFILE. ANY SUBSEQUENT REVISIONS TO FORMS MADE NECESSARY BY SUCH ACTION SHALL BE AT THE CONTRACTOR'S EXPENSE.
  8. DECK POUR NO. 1 AND POUR NO. 2 SHALL BE ACCOMPLISHED IN A MAXIMUM OF EIGHT (8) HOURS. SUBSEQUENT POURS (CONTINUOUS PLACEMENTS) WILL NOT BE PERMITTED UNTIL 96 HOURS AFTER THE COMPLETION OF THE PREVIOUS POUR. RETARDER SHALL BE USED AS DESCRIBED BY THE CONCRETE ENGINEER. ALL COMBINATIONS OF POURS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.
  9. LONGITUDINAL CONSTRUCTION JOINTS WILL NOT BE PERMITTED.
  10. THE CONTRACTOR MAY, SUBJECT TO THE ENGINEER'S APPROVAL, USE A WATER REDUCER EITHER ALONE OR IN CONJUNCTION WITH A WATER-REDUCING AND SET RETARDING ADMIXTURE, SO AS TO ALLOW DELIVERY, PROPER PLACEMENT AND FINISH OF THE CONCRETE.
  11. CONSTRUCTION JOINTS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF PIER.

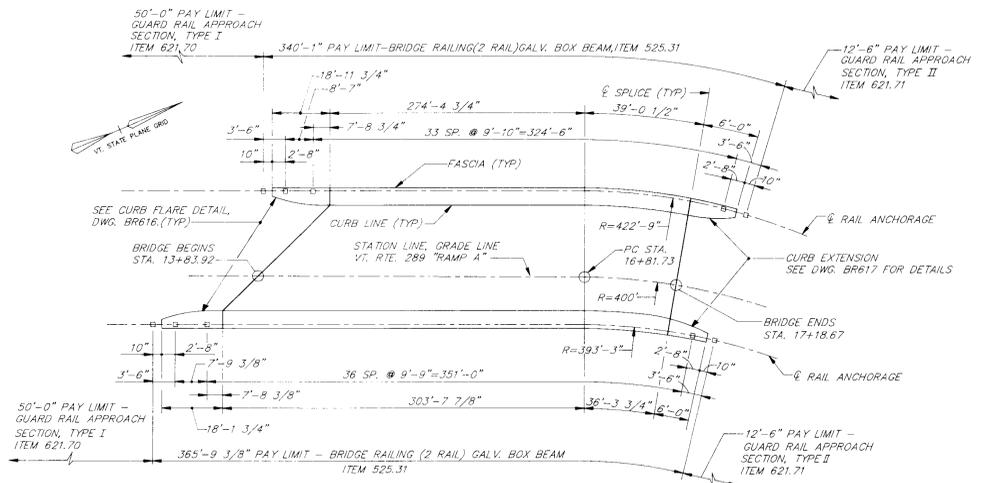


EARTH WORK LIMITS  
N.T.S.



TYPICAL APPROACH SLAB SECTION  
1/4" = 1'-0"

NOTES:  
1. APPROACH SLAB NO. 1 SLOPED +6.6899% (TO MATCH ROADWAY GRADE).  
APPROACH SLAB NO. 2 SLOPED -1/4"/FT.



PLAN - BRIDGE RAIL LAYOUT  
N.T.S.

NOTE 1. RAIL SPLICE TYPICAL AT EXP. END OF BRIDGE. 4" EXP. GAP REQ'D. AT RAIL SPLICE JOINT. FOR CURVE DATA SEE DWG. BR601

NOTES:  
1). SEE HIGHWAY PLANS FOR APPROACH RAIL LAYOUT.  
2). SEE STD. DWG. SB - R4B - 82 FOR APPROACH RAIL DETAILS.  
3). ALL CURB ENDS ARE TO BE FLARED AS SHOWN ON SH. BR616.  
4). RAIL SPLICE TO ACCOMMODATE TOTAL ANTICIPATED THERMAL EXPANSION OF 3.75"

AS BUILT 5/12/94

<b>STATE OF VERMONT AGENCY OF TRANSPORTATION</b>	
TOWN OF <b>ESSEX</b>	Bridge No. <b>14</b>
Log Sta.	
HIGHWAY NO. <b>VT. RTE. 289</b>	Surv. Sta. <b>RAMP 15+00</b>
<b>VT. RTE. 289 "RAMP A" OVER CVRR</b>	
<b>MISCELLANEOUS DETAILS</b>	
Designed by <b>K.R.H.</b>	Drawn by <b>RFU / M.W.D.</b>
Checked by <b>R.J.S.</b>	Bridge Design Supervisor
date <b>10/12/90</b>	M.W.O. date <b>C/12/90</b>
PROJECT <b>WILLISTON - COLCHESTER</b>	PROJECT NO. <b>PB 033 - 1(2)</b>
Bridge Sheet No. <b>BR610</b>	Sheet <b>199 of 400</b>